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blined with the receipts of California gold, which finds no export demand, must add still greater facilities to borrowers during the summer. Lower rates of interest will probably be reached than we have had within five years.

The receipts of the Cleveland, Columbus and Cincinnati Railroad for the month of March last were \$39,500. The navigation of the lakes being closed, this may be considered a large receipt. The navigation of Lake Erie will soon be opened, after which much larger receipts may be expected. Heretofore, this lake has usually been opened for navigation by the 15th of March. The summer arrangement of this line is: The express train leaves Cleveland for Cincinnati at 11 A. M., reaching the latter place at 10½ P. M. Leaves Cincinnati at 6½ A. M., and arrives at Cleveland at 5½ P. M.—connecting with first-class steamers for Buffalo and Dunkirk.

The business on the Lake Shore Road from Buffalo to Erie is very large, employing to its fullest extent the equipage of the road. The portion of the road in this State, called the Buffalo and State Line Road, is 69 miles in length, and it has been constructed upon the most direct route, and upon even grades. Its entire cost and equipment will not exceed \$1,800,000. It opens on the 1st of March last, with but five passenger and twenty freight cars, and with one train each day, to the present time. Its gross earnings for March, were \$22,300, or an average of \$729 per day; its earnings for the first six days of April, were \$7,022.28, being an average of \$1,170 per day. During this time the travel for 62 miles west of Erie, has been by stage over the heaviest and next to impossible roads—navigation not yet being open between Erie and Cleveland. The amount of capital subscribed and paid in, is \$800,000, of which \$250,000 is owned by the New-York and Erie Railroad Company, and \$250,000 by the New-York Central Roads. At the State line it connects with the Erie and North-East Road, and the connection is kept up with Cleveland by the Cleveland, Palmyra and Ashtabula Road, which will be completed next summer. This road will then be the connecting link of the New-York Central line of roads, and this Erie road and the web of roads radiating from Cleveland. During the suspension of navigation on the lake it must do an immense business.

The entire exports of Specie this year have been \$7,177,138.

The Imports at this port were very large last week. The figures are, Dry Goods, \$1,319,93; general Merchandise, \$2,688,624. Total, \$3,820,617.

The Exports from New-York to foreign ports, exclusive of specie, amount to \$91,954.

The Commercial Bank of New-Orleans has declared a dividend of \$3 50 a share. The receivers of the Ocean Insurance Company have declared a final dividend of \$3 37½ 4<sup>th</sup> share of the capital stock. The Hope Insurance Company of Boston, 6½ cent. The Suffolk Insurance Company of the same city, 5 cent. The Philadelphia, Germantown and Norristown Railroad Company, 4½ cent. The Cumberland Valley Railroad Company, 4 cent. on the preferred stock of the Company. The Eastern Delaware Bridge Company, a dividend of \$10 a share.

An arrangement has been made between the Vermont Central Railroad and the Rutland Railroad which will prevent further competition and give both lines a fair opportunity to make enough to pay dividends on their shares.

The Poughkeepsie Journal states that the new proprietors of the Matewan manufacturing establishment have decided not to do anything with the business of cotton manufacturing for the present, but that the cotton shop will be devoted to the manufacture of locomotives, as far as the times may warrant.

Seven indictments have been found against Charles H. Brewer, late Receiving Teller of the Suffolk Bank. He plead not guilty.

The ice in Lake Erie is breaking up and we shall soon have great activity on the Erie and Central Lines. A large amount of merchandise has been detained by the continuance of the ice in Dunkirk and Buffalo harbors.

The Philadelphia Ledger says: The advance in State loans arises from the recommendation of the Governor that the past due loans, and those falling due the present and next year, shall be paid by the creation of a new loan for the purpose. It is expected that this proposition will be accepted by the Legislature, and that the time will be paid will be very early. For years past our State loans have been paid without any reference to date of payment, one year's bond being considered as good as those of another. The practice has not yet been deviated from, and the chances of getting the bonds likely to be paid has put up the price of the whole. Should the bill pass, a distinction in the bonds will no doubt be made.

The Directors of the Pennsylvania Central Road are about to make a 6 ½ cent loan for the purpose of completing and equipping that road.

#### New-York Cattle Market—April 12.

(Reported for The Tribune.)

For Bees, at the Washington Drive Yards, corner of 14th and 24th-st., near the Exchange. Cattle, sheep, & swine, at 100½ cents. For Cows, Calves, Sheep, & Lambs, at Brown's, in 1st-st., near 3d-av., and also at Chamberlain's.

At Washington Drive Yards—1,000 lbs. Southern and Western cattle, \$10 50; Southern and Western veal, good retailing qualities brought from \$10 to 10½ cts. Dead hams, about 50 lbs. each.

At Brown's, Cows, Calves, & Sheep, at \$10 to \$12 50. All sheep, Lamb—1,000 lbs. each. Priced at from \$10 to \$12 50.

At Chamberlain's, Sheep, Calves, & Lambs—Offered, \$10 to \$12 50.

At Rector's, Sheep, Calves, & Lambs—Offered, \$10 to \$12 50.

At New-York Stock Yards, Sheep, Calves, & Lambs—Offered, \$10 to \$12 50.

At New-York Stock Yards—Offered, \$10 to \$12 50.

At New-York Stock